





## INTIMATIONS

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(For Invalids and General Use.)	Per Case.	Per Bot.
B VINTAGE, superior quality, Red Cap.	\$14.40	\$1.20
C Fine Old Port, Superior quality, Black Seal Cap.	16.80	1.35
D VERY FINE OLD VINTAGE, Superior quality, Black Seal Cap. (Old Bottled)	20.40	1.70

## SHERRY.

Per Case.	Per Bot.
B SUPERIOR PALE DRY, Superior quality, White Cap.	\$10.80 \$0.90
C MANZANILLA, PALE NATURAL SHERRY, White Cap.	12.00 1.00
CC SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Cap.	12.00 1.00
D VERY SUPERIOR OLD DRY, White Seal Cap.	14.40 1.20
E EXTRA SUPERIOR OLD DRY, White Seal Cap.	20.40 1.70

## CLARET.

Per Case.	Per Bot.
B St. Estephe, Red Cap.	\$6.98 \$7.56 \$0.60 0.35
C St. Estephe, Red Cap.	9.00 9.60 0.75 0.40
D LA ROSE, Red Cap.	12.00 12.60 1.10 0.50
E SAINT FOY, Red Cap.	7.92 7.92 0.60 0.35
F CHATEAU, Red Cap.	10.00 10.44 0.80 0.45
G CHATEAU, Red Cap.	13.20 14.40 1.10 0.60
H CHATEAU, Red Cap.	18.40 19.20 1.60 0.80
I CHATEAU, Red Cap.	21.00 22.20 1.80 0.90

## HOCK.

Per Case.	Per Bot.
NIBERDIN, Red Cap.	\$12.00 \$1.00
RUBINSTEIN, Red Cap.	21.00 1.75
ROCHER, Red Cap.	24.00 2.00

## BRANDY.

Per Case.	Per Bot.
A J. J. HENNESSY'S OLD PALE, Red Cap.	\$18.00 \$1.50
B J. J. HENNESSY'S OLD PALE, Red Cap.	21.00 1.75
C VERY OLD LIQUEUR COGNAC, Red Cap.	24.00 2.00
D VERY OLD LIQUEUR COGNAC, Red Cap.	36.00 3.00
E VERY OLD LIQUEUR COGNAC, Red Cap.	48.00 4.00

## WHISKY.

Per Case.	Per Bot.
A THOMAS'S BLEND, White Cap.	\$10.50 \$0.90
B WATSON'S BLEND, White Cap.	10.50 0.90
C WATSON'S BLEND, White Cap.	12.00 1.00
D WATSON'S BLEND, White Cap.	14.40 1.20
E WATSON'S BLEND, White Cap.	15.00 1.25
F WATSON'S BLEND, White Cap.	14.40 1.20

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A J. J. HENNESSY'S OLD PALE, Red Cap.	\$12.00 \$1.00
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The Daily Press.

HONGKONG, OCTOBER 27th, 1907.

The Governor's Opening speech at the meeting of the Legislative Council on Monday will have had a reassuring effect upon the community, and some curiosity may perhaps be entertained now as to why the recent speech should have been raised. The finances of the colony appear to be in a perfectly sound condition and as trade is fairly brisk and likely to continue so an anxiety need be felt for the immediate future. His Excellency was able to make the satisfactory announcement that the charge for light dues has been reduced from 24 cents to 1 cent, and the Government is to be congratulated on having acted fairly in this matter, though strong pressure had to be exerted to induce it to do so. The lesson will no doubt be duly remembered, and if any future time the shipping community or any other interest should suggest the imposition of temporary taxation to provide the cost of some much needed public improvement care will be taken to have the exact understanding, whatever it may be, explicitly embodied in the legislation giving effect to it, so that the temporary charge for a specific purpose may not be treated, as the Gap Rock light dues were, as a permanent addition to the general revenue of the colony. The expediency of this course was suggested in this column at the time the Gap Rock light dues were imposed, and experience has proved the soundness of the suggestion. It was in this column also that the suggestion that the time for the remission of the dues had arrived was first advanced, when the matter had apparently been left out of sight by those more immediately interested, and we may be assured if we draw some personal satisfaction from the result of the discussion thus initiated.

The budget has been balanced by prospective increases of revenue, not by the curtailment of expenditure on public works. The opium monopoly has been let at a largely increased rental, a satisfactory feature, though from many points of view it would be more satisfactory if the Government could see its way to the abolition of the farming system and the collection of the revenue from opium by some less objectionable means. An increase in the amount derived from assessed taxes is anticipated, owing to the increased value of property and the extension of building. The Government intends, too, to adopt what His Excellency terms a "bold policy" in regard to the supply of subsidiary coins, by which we presume he means that the supply is to be kept up to a point sufficient to meet the demand, a policy which the public has long desired to see adopted. His Excellency says the Government is much indebted to the Chief Manager of the Hongkong and Shanghai Bank for his assistance and advice in connection with this subject, and if that means that Mr. Jackson has induced the Government to throw over the timorous policy of the past the public will unite with the Government in expressing thanks to that gentleman. Another source from which a substantial revenue is anticipated is land sales, and we think there can be little doubt that the anticipations on that head will be more than realized.

His Excellency gives a very favourable review of the commercial progress of the colony during the last five years; but there is one point in his remarks that calls for some elucidation. We are told that the value of the transit trade has increased by 28,937,788 Hongkong taels, or nearly \$5,000,000 sterling. We are unable to verify these figures from the Chinese Customs returns, which represent the increase in the total value of Hongkong's trade with China at a higher figure than that stated, but unfortunately for the amounts for the respective years do not turn out to be a small decrease instead of \$5,000,000 increase as shown. On this point it would seem that His Excellency has fallen into an error.

His Excellency refers with justifiable satisfaction to the development of official industries, which it must be recorded to his credit he has always done his best to foster. He mentions the establishment of two large keratinoid oil depots, feather-dressing and watch-factories, soap, coal-briquette, and cotton works, the extensions of the docks, the large sugar refineries, and the rope and cement works as standing monuments of that development, whilst the spirit of local enterprise is again evident in the recent formation of a public company for the establishment of cotton mills in the colony. The His Excellency had chosen to assume the role of a prophet in his speech, and his prediction has been a very accurate one.

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A resident in Hongkong, having made enquiries in London respecting the North China and Development Company, Limited, about which there was much discussion when he was in London, has received the following reply: "Respectable concern. Have a good balance at bankers; capital not all publicly subscribed. Not much work done at present. Cannot express any opinion as to success."

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believe that the industrial development of the colony is about to proceed at a more rapid rate than has hitherto been the case.

His Excellency's address bears a valid character, with it, is this is the first occasion on which he will have to present the estimates to the Legislative Council, but as he is not, we understand, likely to leave the colony until March or April, it still looks five or six months to the time when it will be necessary to finally say good bye, and in the meanwhile we have no doubt the cordial feeling that exists between Sir WILLIAM and the community will be further cemented. We have not always been able to endorse his policy, but he is a gentleman who commands personal respect and regard even from those who may differ from him politically. His policy bears many points of similarity to that of the late Sir JOHN POPE HENNESSY, but it has been pursued by very different methods.

In reference to the question of which the Hon. T. H. WHITEHEAD gave notice at the last meeting of the Legislative Council, relating to the omission of a portion of the discussion at the previous meeting from the report that appeared in our columns and from the Hansard report, it may be well that we should at once explain the circumstances. It may be premised that the object, either of a newspaper reporter or of the Hansard reporter of legislative proceedings, is to give an intelligent account of what transpires, rather than an absolutely literal report, a reproduction of every *lapis linguae* or obviously unintentional misstatement of facts being calculated to obscure the sense and confuse the reader. The discussion referred to in Mr. WHITEHEAD's question related to the military contribution, and the Colonial Secretary let fall the remark, "Then the question of exchange comes in." Mr. LOCKHART had apparently forgotten for the moment that the contribution being now a fixed proportion of the colony's revenue is unaffected by the rate of exchange. His error was corrected at the time, and as there was no question either of fact or principle involved, but simply an accidental slip, there seemed to be no object in placing on record so much of the discussion as turned on those words. Mr. LOCKHART mentioned to the reporter that he had made a mistake, but that was sufficiently self-evident and it is to be presumed the reporter's own intelligence would have led him to omit it from the report without any suggestion to that effect. We fail to see the object of Mr. WHITEHEAD's question. It is said that all is fair in love and war, and if the hon. gentleman considers himself at war with the officials he may think it fair to let at the Colonial Secretary on account of an accidental verbal slip, but we should have thought a man imbued with sporting instincts, like the hon. member for the Chamber of Commerce, would have preferred to win on his own merits, rather than by the accidents of his opponents.

Our neighbours in Tonkin are at present much exercised concerning the proposed railway to be constructed by the Compagnie de Fives-Lille, under agreement with the Chinese Government, in Kwangsi, in connection with the Tonkin railway. This line, leaving Nanchang, on the Tonkin frontier, runs to Luogchow, thence to Nanning, on the West River, and, crossing the river, runs up the left bank to Posa. It is contended that this line, instead of furthering the interests of the Tonkin route, would result in attracting the Yunnan trade to Nanning and so join it with the West River route to Wuchow, Canton, and Hongkong. The Hanoi Chamber of Commerce has therefore recommended the abandonment of this line in favour of another further west which would not join the West River. The question came before the Haiphong Chamber the other day, but that body is not in agreement with the Hanoi Chamber, holding that the route already selected would be favourable to Tonkin provided the Tonkin and Chinese lines were on the same gauge, which, according to present arrangements, will not be the case. The gauge selected for the Chinese line is 1.47 metre, whereas the gauge to which the present toy line from Phaulkonghou to Langson is to be reconstructed and extended to Hanoi at one end and Nanchang at the other is only 1 metre.

The Haiphong Chamber has therefore unanimously resolved to recommend the adoption of the gauge of 1.47 metre for the Tonkin line. This is a sensible suggestion, which the French Government would be well advised to adopt. It is not to be supposed, however, that through railway communication from Kwangsi or Yunnan to Haiphong would divert much if any of the existing trade from the West River route; rather would it create new trade and to some extent act as a feeder to the West River route. Railways in England have not destroyed the existing and canal trades, and it is certain that a fine stream like the West River will always command a large volume of trade, more especially when steamers are allowed to ply on the upper reaches of the river. The latest report concerning the proposed railway to Nanning and Posa, however, is that, contrary to what has generally been supposed, no definite agreement has been entered into between the Chinese Government and the Compagnie de Fives-Lille, so that the whole matter is still open.

Another interesting report we find in our Tonkin contemporaries is to the effect that a party of Government engineers are expected to arrive from France next month to study the construction of a vast network of railways in Indo-China. The trunk line, according to the *Courrier d'Haiphong*, should be from Saigon, following the difficulties of the coast, touching at Tourane or Hué and the other coast towns, and so on to Hanoi, where it would join the line to the Chinese frontier. But our contemporary would have connection established also with Hanoi and "Red-Gin" ports on the west coast much frequented by native craft and which might be used by steamers plying with Bangkok and perhaps even by those from India and Europe. The writer then proceeds to draw a fanciful picture of passengers from Europe leaving the steamer at one of these ports

transferring to a comfortable sleeping car, and being transported by train to their destinations in China, or even Hongkong. The English, he says, are practical people, so when time is money, and they would not hesitate to adopt the suggested route both for themselves and their merchandise, which would be "a serious blow" for the English colony. The importance of Hongkong, he says, "is that of Haiphong, becomes greater." If the proposed route offered any advantages in time or cost of transport it would doubt be readily availed of by the merchants of Hongkong, and offering such advantages we fail to see how it could be considered detrimental to our interests. But we do not quite follow our contemporary's arguments. We are told that if the trains travelled only at the moderate speed of 40 kilometres an hour the journey would be effected in less than three days, but to what point the journey would be effected in that time is not stated. Seeing, however, that the French mail steamers make the voyage from Saigon to Hongkong in less than three days we fail to see where the alleged advantage of travelling by train would come in, as there would be no saving of time, and the cost would necessarily be very much greater.

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The troops considered the recent Anglo-Chinese Convention as one, after all, upon which British diplomacy may congratulate itself. It says: "Apart from the material results, the Convention has been a demonstration of what well-equipped men are able to obtain when to knowledge and perseverance they add at the right moment firmness and circumspection. Out of a diplomatic war, which has been going on for some time, they have emerged with a high international reputation. Turning to the very low condition in which the Chinese capital has been brought, they have in exchange for the valuable shadow obtained a long-coveted prize. Public opinion in England would make a great mistake in not appreciating at its real worth the services which the Convention has rendered to the world."

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**NOTICE TO CONSIGNEES**  
**NORDDEUTSCHER LOYD**  
**NOTICE TO CONSIGNEES**  
S.S. "BAHSEN"  
This above-named steamer having arrived...  
HONGKONG, 20th October, 1897.

**"BEN" LINE OF STEAMERS.**  
**NOTICE TO CONSIGNEES.**  
S.S. "BEN MOHR"  
FROM ANTWERP, LONDON AND  
SINGAPORE.  
Consignees of Cargo are hereby in-  
formed that all Goods are being landed...

**AUSTRIAN LLOYD'S STEAM**  
**NAVIGATION COMPANY.**  
**NOTICE TO CONSIGNEES.**  
FROM SHANGHAI AND KOBE.  
The Steamship  
"GISELA"  
having arrived, Consignees of Cargo are hereby informed...

**NIPPON YUSEN KAISHA.**  
**NOTICE TO CONSIGNEES.**  
FROM MIDDLESBROUGH, ANTWERP,  
SINGAPORE AND SINGAPORE.  
The Company's Steamship  
"INABA MARU"  
having arrived from this above port, Consignees of Cargo are hereby informed...

**VESSLS ON THE BERTH**  
**DOUGLAS STEAMSHIP COMPANY,**  
**LIMITED.**  
FOR SWATOW, AMOY, AND  
FOOCHOW.  
The Company's Steamship  
"NANYANG"  
Captain Lehmann will be despatched for the above ports TO-DAY, the 27th inst., at 10 A.M.

**COMPAGNIE DES MESSAGERIES**  
**MARITIMES.**  
**PAQUEBOTS POSTE FRANCAIS.**  
**NOTICE.**  
S.S. "SINGAPORE"  
SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERRY, MADRAS,  
CALCUTTA, DIBOUTI,  
EGYPT, MARSEILLE, MEDITERRANEAN, BLACK SEA,  
PORTS.

**NOTICE.**  
S.S. "SINGAPORE"  
SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERRY, MADRAS,  
CALCUTTA, DIBOUTI,  
EGYPT, MARSEILLE, MEDITERRANEAN, BLACK SEA,  
PORTS.

**THE COMPANY'S STEAMSHIP**  
"TELENA"  
Captain Scott will be despatched on above on MONDAY, the 1st November.  
For Freight or Passage, apply to  
"ARNHOLD, KARBURG & CO."  
Agents.  
Hongkong, 20th October, 1897.

**THE COMPANY'S STEAMSHIP**  
"YAMAGUCHI MARU"  
Captain Scott will be despatched on above on TUESDAY, the 2nd November at 4 P.M.  
For Freight or Passage, apply to  
"NIPPON YUSEN KAISHA."  
Agents.  
Hongkong, 20th October, 1897.

**VESSLS ON THE BERTH**  
**OCCIDENTAL AND ORIENTAL**  
**STEAMSHIP COMPANY.**  
TAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES,  
MEXICO, CENTRAL AND SOUTH  
AMERICA, AND EUROPE, VIA THE  
OVERLAND RAILWAYS AND  
ATLANTIC OCEAN, CONNECTING  
STEAMERS.

**PROPOSED SAILINGS FROM HONGKONG.**  
GAELIC (via Amoy, Shanghai, Nagasaki, Kobe, Yokohama, and Honolulu) THURSDAY, Oct. 23, 1897, at Noon.  
DORIC (via Shanghai, Nagasaki, Kobe, Yokohama, and Honolulu) THURSDAY, Nov. 16, 1897, at Noon.  
Belaio (via Shanghai, Nagasaki, Kobe, Yokohama, and Honolulu) THURSDAY, Dec. 7, 1897, at Noon.

**THE Company's Steamship "GALIC"**  
will be despatched for SAN FRANCISCO, via AMOY, SEANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on THURSDAY, the 23rd October, 1897, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China, Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to those who have come from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, No. 7, Praya Central.

**J. S. VAN BUREN** Agent.  
Hongkong, 25th October, 1897.

**CANADIAN PACIFIC RAILWAY COY.'S**  
**ROYAL MAIL STEAMSHIP LINE.**  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.  
SAILING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.  
Twin Screw Steamships—8,000 Tons—10,000 Horse Power—Speed 12 knots  
PROPOSED SAILINGS FROM HONGKONG.  
(Subject to Alteration.)  
EMPRESS OF CHINA... WEDNESDAY, 27th Oct. 1897  
EMPRESS OF INDIA... WEDNESDAY, 24th Nov. 1897  
EMPRESS OF JAPAN... WEDNESDAY, 22nd Dec. 1897

**THE TWIN SCREW STEAMSHIPS** of this line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey (avoiding the rough passages generally experienced in the latitudes further South).

Passengers Booked through to all principal ports and around the WORLD. Return tickets for various points at reduced rates. Good for 6, 9, and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (equal to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and the entertainments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to  
D. B. BROWN, General Agent,  
Pillar Street,  
Hongkong, 30th September, 1897.

**PENINSULAR & ORIENTAL**  
**STEAM NAVIGATION COMPANY.**  
FOR SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, AND HONOLULU.  
SAILING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU.  
TWIN SCREW STEAMSHIPS—8,000 TONS—10,000 HORSE POWER—SPEED 12 KNOTS.  
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SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan.

**VESSLS ON THE BERTH**  
**"GLEN" LINE OF STEAM PACKETS**  
FOR LONDON VIA SUEZ CANAL.  
THE Steamship  
"GLENHARTNEY"  
Captain Glen will be despatched as above on TUESDAY, the 2nd November, at 4 P.M.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
Agents.  
Hongkong, 21st October, 1897.

**THE PENINSULAR AND ORIENTAL**  
**STEAM NAVIGATION COMPANY.**  
STEAM FOR  
SINGAPORE, Ceylon, AUSTRALIA,  
INDIA, ADEEN, LAGYPT,  
MEDITERRANEAN PORTS,  
PLYMOUTH, AND  
LONDON.  
Through Bills of Lading issued for BATAVIA, PERSEAN GULF, CONTINENTAL AND AMERICAN PORTS.

**"THAMER"**  
Captain E. R. Dowell, R.N., carrying Her Majesty's Mails, will be despatched from this port on MONDAY, the 4th NOVEMBER, at Noon, taking Passengers and Cargo for the above Ports. This steamer connects at Bombay with the S.S. "PENINSULAR" leaving that Port on the 27th NOVEMBER for London direct.

Passengers will be received at this Office until 10 A.M. the day before sailing. The Contents and Value of all Packages to be sent by Parcel Post are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to  
H. A. BUCHER, Superintendent.  
Hongkong, 22nd October, 1897.

**U.S. MAIL LINE.**  
**PACIFIC MAIL STEAMSHIP COMPANY.**  
VIA INLAND SEA OF JAPAN AND HONOLULU.  
PROPOSED SAILINGS FROM HONGKONG.  
City of Peking... TUESDAY, Oct. 9, 1897, at Noon.  
Kobe... TUESDAY, Oct. 9, 1897, at Noon.  
Yokohama... TUESDAY, Oct. 9, 1897, at Noon.

**THE U.S. MAIL Steamship "OLYMPIC"**  
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 9th November, 1897, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding orders for OVERLAND CITIES in the United States (from San Francisco, Chicago, and other cities of the Southern Pacific, Central Pacific, Union Pacific, Denver and Rio Grande, and other direct connecting Railways, and from Chicago to destination via Overland Railway) are entitled to the regular tariff rates.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway to Mexico, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

**VESSLS ON THE BERTH**  
**OCEAN STEAMSHIP COMPANY.**  
FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship  
"AGRICULTURE"  
Captain Riley will be despatched as above on TUESDAY, the 9th November.  
For Freight or Passage, apply to  
"BUTTERFIELD & SWIRE."  
Agents.  
Hongkong, 22nd October, 1897.

**NORTHERN PACIFIC STEAMSHIP COMPANY.**  
AND  
OREGON RAILROAD AND NAVIGATION COMPANY.  
FOR  
PORTLAND, OREGON.  
PROPOSED SAILINGS FROM HONGKONG.  
(Subject to Alteration.)  
LOHMAN... TUESDAY, 13th Nov.  
BARNARD... TUESDAY, 14th Nov.  
MOULT... TUESDAY, 14th Nov.

**THE Steamship**  
"LOHMAN"  
Captain C. W. H. Smith, sailing at Noon on TUESDAY, 16th November, will proceed to PORTLAND, OREGON, via KOBE, and YOKOHAMA.

Through Bills of Lading issued to Pacific Coast Ports and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in duplicate, and one copy must be sent forward by the steamer to the office of the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon.

For further information as to Freight or Passage, apply to  
DODWELL, CARLILL & CO.,  
General Agents.  
Hongkong, 16th October, 1897.

**FOR NEW YORK.**  
**THE S.S. "I. I. American Ship"**  
"ANNE COBURN"  
Captain M. L. Park, Jr. sailing here for the above port and will have quick dispatch.

For Freight or Passage, apply to  
"ARNHOLD, KARBURG & CO."  
Agents.  
Hongkong, 22nd September, 1897.

**THE NEW FRENCH REMEDY**  
**"THERAPION"**  
This excellent and highly popular remedy, employed in the treatment of all diseases of the blood, is a powerful and effective agent for the removal of all impurities from the system, and is a most valuable remedy for the treatment of all diseases of the blood.

**G R I M A U L T'S**  
**SARSAPARILLA**  
Cures all diseases of the blood, and improves digestion, invigorates the system, and is a most valuable remedy for the treatment of all diseases of the blood.

**INQUIRE** where your FRESH WATER is obtained by the Water Works, as FRESH WATER is the best of all waters for the treatment of all diseases of the blood.

**WATER** is the best of all waters for the treatment of all diseases of the blood, and is a most valuable remedy for the treatment of all diseases of the blood.

**FOR SALE**  
**CHAMPAGNE**  
CHAMPAGNE, 1898, White Star.  
\$25.00 per case of 12 dozen bottles.  
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\$25.00 per case of 12 dozen bottles.

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